F. C. Dosch

PACIFIC FRUIT EXPRESS COMPANY

October News Letter

San Francisco, October 17, 1956

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1956			1955		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
September	30,781	2,718	33,499	34,285	3,436	37,721
Jan.-Sept.	266,568	29,566	296,134	263,980	29,320	293,300

CAR SITUATION

The supply of empty cars on contract lines is ample, with sufficient PFE's unloading in the East to insure an adequate west tide through October. Acceptance of miscellaneous foreign fan cars was discontinued October 6th and BAR cars October 13th. It is planned to dispose of all foreign empties now on line before the end of October and concentrate on obtaining maximum activity for PFE cars in long haul contract line loading during remainder of 1956.

CROP CONDITIONS

Along Union Pacific -

The near record crop of Southeastern Idaho potatoes is moving in good volume and should continue at levels consistent with marketing conditions. Some frost damage that occurred during last days of August and first part of September in a small area of late plantings will not affect the estimated shipping tonnage now harvesting.

Heavy supplies of corn and tomatoes showing excellent quality are moving through freezing and canning plants and some fresh shipments of corn have been moving on a daily basis.

Shipping from Northwestern District is on a normal seasonal basis consisting of pears and apples and the usual miscellaneous commodities such as canned goods, beer and frozen foods.

In the Eastern District vegetables are moving from Colorado at the rate of 3 or 4 cars daily which should continue into November. With the exception of storage potatoes, the Colorado movement of this commodity is about finished. Fall potatoes from central Nebraska are getting started with prospects of running a little heavier than last year. The Nebraska potato deal is handled principally by truck, 73% having so moved during 1955 and so far in 1956.

Along Southern Pacific -

Oregon. Only a few late variety pears remain to be harvested in

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Along Southern Pacific -

Oregon. Only a few late variety pears remain to be harvested in

the Rogue River Valley, and shipments are now being made from storage. The Klamath Basin potato harvest is in full swing but shipments will be light as most of the crop is going to storage until market conditions improve. Onion shipments from the Willamette Valley will be in good volume through October. Canned goods loading will start October 15th.

Northern California. Intermittent rains throughout the territory the first ten days of October have retarded loading to some extent in most sections. The effect of recent rains on grape crops is indefinite at present; however, it appears the only damage was to the juice varieties and shipments will be in lighter volume during October. Tokay grapes will decline rapidly after October 15th. The Emperor movement will increase and continue heavy due to necessity of disposing of rain weakened fruit. Tree fruit shipments will be in normal light volume from storages. Melon movement will be in light volume and should be completed by November 1st. Tomato shipments from the Tracy area will be in heavy volume through October barring a killing frost. The quality of Salinas lettuce was adversely affected by rains and shipments will be in light volume during October. Other vegetables were also affected to some degree; however, volume of movement should increase the latter part of October barring further unfavorable weather. Canned goods shipments will start in refrigerator cars October 15th.

Southwestern Territory. Citrus movement will decrease gradually during October while miscellaneous vegetable shipments will increase. The Salt River Valley lettuce crop appears to be in good condition and first shipments are expected the last week in October and volume increasing rapidly thereafter.

Texas. First shipments of green peppers are expected from the Rio Grande Valley October 20th, and tomatoes after November 1st. Rain is badly needed to supply sufficient water for irrigation of winter vegetable crops and should dry spell continue, shipments will be affected.

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These News Letters from time to time have carried some thoughts concerning the future of mechanical refrigeration in railroad service. The problems in economics and in operation, as set forth on those occasions, are still with us. However, in this day of constant progress and change in methods of doing things, it is essential that effort be directed toward the solution of these seemingly impossible problems and to this end PFE is undertaking experimental work with two cars of "standard" dimensions to be equipped with mechanical refrigeration units, construction to be handled at our Roseville shops.

The work will include development of one and possibly two mechanical units specifically adapted to a car of this capacity and, probably, modifications in car structure design. Development work on the mechanical units will be handled by PFE forces. Additionally,

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conferences with manufacturers of various mechanical refrigeration units have been scheduled at which the requirements of our service will be outlined and their efforts directed toward the development of units of suitable size, design, dependability, etc.

This is but another step in our efforts to keep abreast of and in fact ahead of the perishable transportation field. Much remains to be learned concerning this type of service, and PFE will be doing real pioneering in this new project.

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